

Official and Classified ADVERTISEMENTS

SITUATIONS VACANT

KENT AND ESSEX SEA FISHERIES COMMITTEE

The Committee invites Applications from persons with extensive practical knowledge of sea fisheries and, in particular, inshore sea fisheries for the post of Head Fishery Officer for Kent.

The salary will be within the range £2,922 - £3,186, plus a supplement of £112 a year, for the qualifications and experience of the successful applicant.

Further particulars and a form of application can be obtained from the Clerk of the Committee, County Hall, Maidstone, Kent. Closing date, 27 September, 1976.

For an advertisement, and all applications, please apply to the post office, or to the Clerk of the Committee, County Hall, Maidstone, Kent.

SKIPPER for modern 40 ft steel cutter. Ship to work west coast of Scotland, exceptional opportunity for experienced skipper with knowledge of fishing, gear, etc. Write giving full details of age, experience, etc. to Box No. 327.

WANTED experienced person for buying and handling herring, whitefish and shell fish, particulars on request. Box No. 329.

SERVICES

DECK HAND/MAINT required for inshore MFV currently working Romagosa. Ability to mend and read the lines an advantage. Telephone: Thonet 64540.

EAST COAST DIVERS St. Andrews. Telephone: 3720 — for all under water work.

WANTED

FISH PROCESSOR requires a secondhand hander 184 or 189 fishing machine, please state age, condition, and price. Box No. 326.

WANTED: good condition apron for Kelvin 12-14 hp. 31 in. bore P.V.T. marine engine, consider complete engine if sound. Details and price to: J. Whitehead, 1 Harbour Terrace, Hove, N. Cornwall.

WANTED: three cylinder, air-cooled Lister 51 hp, other marine gearboxes or clutches, any small diesels up to 15 hp, industrial or marine, large quantities wanted. Telephone: Heywood (0708) 60598.

WANTED: good wooden hull with shaft, D/D or carvel, in good condition, engine if possible, required for building on to own design, 40/50 ft. Good price paid. Telephone: 0305-08870.

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WANTED: flywheel complete with start ring to suit K9 Kelvin. Please Telephone: Ian Smith, Haverhill 69318.

£200 for divers helmet, ship's telegraph, £100, wheels full size, £100. Verrier Sextant, 255 upwards paid, chronometers, £175 plus, ship's clocks, navigation lamps, compasses, binoculars, portholes, indeed any nautical, portable, indeed any nautical instruments. — Please Telephone: Solby (0787) 598 or write: Tony Howe, 51 The Charters, Barby, Solby, Yorkshire.

BUYER required for regular quantities of oyster cases on south coast throughout season. Box No. 282.

WANTED urgently large or small quantities of crab, mackerel and squid. Best prices paid. Contact Pentland Foods Ltd., Telephone: Watten 286 (Gairness).

Aberdeen show

Continued from page 1

"Coastal communities like those at Buckie, which I know so well, whose culture and prosperity depends on a healthy fisheries industry, are filled with anxiety."

"The Government's own fiscal and social policies, particularly those related to regional development, are subject to strains."

"In this situation it is questionable whether 55 million consumers in the United Kingdom, requiring a continuous supply of food at reasonable prices, can be satisfied."

"For all these reasons, we in the United Kingdom have every incentive to seek a clear policy which will make for a secure and prosperous industry."

"It is futile and dangerous to believe that we, either in Scotland or elsewhere in the United Kingdom, can resolve these uncertainties and formulate an acceptable policy entirely independent of our colleagues in the Community."

"To do so would be to ignore the realities of economic and political life."

"The task of the Government is to pursue the claims of our fishermen with the utmost vigour, believing our cause to be strong and just."

"The negotiations being conducted at present on modifications in the European Community's fisheries policy may well determine the future of the industry for many years to come."

"For this reason alone the fishing industry deserves top consideration from Government, particularly bearing in mind the likely adoption of the 200-mile exclusive zone by the international conference."

"In these circumstances it seems to me to be dangerously complacent for anyone to believe that a 12-mile protected limit is in any way commensurate with our national interest."

"We have a strong case to support us when the Community reviews its fisheries policy. It is worth recalling that the present Community fisheries agreement allowing a 12-mile exclusive zone around most of Scotland was established at a time when the world 'norm' was 12 miles."

"There is likely to be general agreement soon that this 'norm' should become 200 miles; indeed, many countries have individually imposed their own 'norm' of this size."

"This comparison is particularly important, not least because many coastal communities depend almost exclusively upon the success of their fishing fleets. The European Community policy does recognise the principle that preference should be given to coastal communities heavily dependent upon fishing."

"The policy of conservation of fish relies entirely on the quota agreements reached at the North-East Atlantic Fisheries Commission conferences. Most would argue that this method is highly inefficient because of the way in which several national fleets disregard the agreements completely."

"Moreover the rules applying to the conservation of particular species are flouted, although we in Britain are careful about the need to observe closely the rules relating to conservation."

"In this light let us look at the arguments which support us."

"First, no other Community country stands to lose much as we do when countries like Norway move limits."

"Secondly, no other country stands to gain so little as we do by having access to other Community coastal zones open to it."

"We catch one-third of our fish in what is now called the third-country waters. Conversely the Dutch catch nearly two-thirds of their total catch off other Community coasts; the French nearly a half; the Belgians nearly a third; the Germans only seven per cent."

"It is probably that 56 per cent of the fish caught in what has come to be called the Community fish pond would come from United Kingdom waters."

"This is just not acceptable. Nor would it be in accordance with Community policy, which is founded on acknowledging the special interests of individual members in particular spheres, whilst at the same time reconciling them with the interests of the Community as a whole."

"You, the British fishermen, are claiming a 50-mile protected zone. This is a disproportionately modest request in relation to the world-wide changes which are now taking place."

"Outside the Community we shall all, no doubt, have to accept what the majority in a world conference decide to do. Inside the Community we are negotiating with our friends and partners."

"Others in Europe can rightly claim that their fishing industries employ more people than does our own."

"Yet, as I have already said, the arguments on our

BIRKENHEAD
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side are powerful and have to be put forward persuasively, so that an acceptable solution can be found which is fair to the British fisherman and in the best interests of the Community as a whole."

"Even an acceptable solution to our national fishing limits will not suffice, however, to meet the requirements of our offshore fleet once the 200-mile international limit is established."

"When, as Prime Minister, I negotiated a successful conclusion to the first cod war with Iceland — a settlement which certainly proved to be in the interests of the British fishermen — I realised that at the end of the two years for which it was valid we would need to have alternative fishing grounds."

"I asked the Minister of Agriculture to use his facilities for research to explore the opportunities open to us."

"This was done and I was one of the first to eat the whiting for breakfast as a result."

"What is required is an appreciation of the fact that, as a nation, we have to adapt ourselves realistically to modern conditions; that we must now speedily develop new fishing grounds for our offshore fleet; and that consumers the supplies we need for our daily food will be of a novel kind — but just as nutritious as those in the past and at a reasonable price."

Mr. Brown was speaking at the International Fisheries Conference staged in conjunction with the highly-successful Catch '76 exhibition which closed this week.

It was a shocked audience of fishermen and industry representatives who heard Mr. Brown's bombshell pronouncement. The Government is not in a strong bargaining position and the idea of a 50-mile limit is just not realistic, said Mr. Brown.

It is oversimplistic to think that a 50-mile limit would solve all our problems. What we have got to do is "look at the availability of fish and the right to catch them".

The EEC confirmed Mr. Brown's revelations on Tuesday when it was suggested that the new Common Fisheries Policy should allow only six to 12 mile exclusive zones for member countries,

plus a special quota for regions dependent on local grounds.

The remainder of the community "pond" would be divided up inside the community on past fishing record. A licensing system for fishermen is also proposed.

Decisions on limits would be settled by a binding majority vote.

The British Fishing Federation naturally welcomed the 200-mile limit announcement, but a spokesman said we need an exclusive UK 50-mile limit and we are sticking to that demand.

Anger was its immediate reaction to the latest EEC proposals. The Government will have to fight them.

The commission has either failed to appreciate, or ignored, the views of Britain and Ireland and is not taking into account the size of the two fleets. It is a return to the

old Common Fisheries Policy which is unacceptable.

The 200-mile move is a shot across the bows of the EEC, although it was predictable. The French already have their own legislation for similar action, so the UK had to follow suit. Also, it would prompt the EEC to get a move on so that a deal to fish on off Ireland can be negotiated.

The BFF is still demanding a 50-mile limit because it wants to see coastal states take control of their own stocks. Without this, quotas would continue to be abused.

If we had our own wide exclusive zone, sensible quota arrangements and better net mesh rules, the UK would be able to look after its own stocks and guarantee our catch.

The Government has made loud noises with the

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September 24, 1976 No. 3295 Est. 1913 12p

BRITAIN will have a 200-mile fishing limit on January 1. Foreign Secretary, Anthony Crosland, told the EEC this on Monday when he said Britain would go it alone if the EEC was not ready to act.

However, the UK fishing industry's troubles are only just beginning as the EEC's latest fishing policy proposals reject British and Irish fishermen's claims for a 50-mile exclusive zone. It has been made clear that the Government will not even press for 50 of the 200 miles to be exclusive to the UK.

There is not a hope in hell of getting 50-miles, Hugh Brown, Under Secretary of State for Scotland, said in Aberdeen last Friday.

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Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby Lowestoft, Fleetwood:

Fishing news

September 24, 1976

No. 3295

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200-MILES ON JANUARY 1 —but EEC rejects 50-mile zones

Diesel engines from 200 to 10,000 bhp
MIRRELS BLACKSTONE DIESELS



Foreign Secretary and MP for Grimsby, Anthony Crosland, has told the EEC that Britain will declare a 200-mile limit. Talks on how the grounds will be divided up can then be held between EEC partners and third countries.

Cash needed to end cook shortage

FLEETWOOD Fishing Vessel Owners' Association has come up with a formula to end the port's current shortage of trawler cooks.

The association has had discussions with Blackpool College of Technology and it has been agreed that a course for cooks should be started.

However, whether the course goes ahead

depends on the Training Services Commission, which would provide most of the cash for the project.

The chairman of the FVOA's training committee, Jim Hind, said: "If the TSC goes along with our proposals we are going to try to improve our training on the deck, in engineering, and have a proper catering course as well."

He said that, traditionally, cooks had

been trained by sailing as assistants, but fewer such posts are available with the reduced number of vessels working Iceland.

Also, cooks had been attracted to shore-based catering and other branches of marine catering.

He said of the scheme: "After applicants have finished their training, and a few trips give them an idea of the practical side of the job, they should be able to stand on their own feet."

Mr. J. ARNOLD JAMES retired on August 31 after completing 49 years with Cosalt, the fishing gear suppliers. He had been manager of Cosalt's Newlyn, Cornwall, branch since 1958.

Henry Corin, who has been assistant manager at Newlyn under Mr. James, officially took over as branch manager on September 1.

Cosalt's chairman, John M. T. Ross, presented Mr. and Mrs. James with gifts at a recent dinner at Penzance.

landed a catch last Friday. With the markets holding so firmly at the moment, the Grimsby season — which normally ends in, or around, mid-September — looks like continuing, weather permitting, for some time to come.

The main agents, Bee, Sleight and Chapman, foresee no immediate fall in demand.

METAL SHOP RE-BUILD PLAN

AN old-established Fleetwood company is planning extensive and improvements which could create new jobs.

Fleetwood Trawler Supply Ltd. still has to receive planning permission for the project to extend its sheet metal works and hardware shop.

Manager and director, Clive Outram, said the move showed that the firm has faith in Fleetwood's future as a fishing port.

He added: "Trawler Supply has been in Fleetwood about 60 years and the house of the building has become a hotch-potch of alcoves and walls, but the improvements would enable us to get a better throughput."

"There is no intention of leaving Fleetwood," he said, "and saying the trawling industry is going down. We have to look for further diversification."

CYGNUS Marine of Falmouth has launched the first GM26 fishing boat. It has fitted out the GRP hull with a 26 ft. beam and a 26 ft. footer to go fishing in the North Sea.

The chief executive of the Anglo-Scottish Fish Producers' Organisation,

TWO-DAY 'WONDER'

THE 21-ton Soarborough inshore boat *Courage* (above) is making a habit of dropping in at Grimsby with useful catches.

On Wednesday last week, skipper-owner Fred Norman picked up £4,550 for just two days' fishing. The boat caught 142 kits of top-quality fish and the bulk of the catch

(over 90 kits) was cod, but there was also a fine show of haddock and a few flats.

"It's as fresh as a daisy," commented one merchant as the catch was being discharged, adding: "You don't often see fish like this at Grimsby, in such quantity these days."

Courage was agent by Sam Chapman & Sons Ltd.

at Grimsby and a spokesman described the skipper's effort as "really wonderful".

Chapman's also had a busier week with the inshore dogfish liners but, with prices continuing back to the £20 a kit region, bad weather towards the end of the week again clamped down on fishing and not a solitary inshore boat

landed a catch last Friday.

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Manx shambles

SKIPPER OF around 180 boats taking part in this year's Isle of Man herring season were this week hoping for a request to increase the quota there would be granted.

An approach to add 1,500 tons to the existing 8,000 ton quota was made on Monday by Wednesday afternoon.

The Ministry of Agriculture, Fisheries and Food in London was saying it would not give an indication of whether the application would be approved.

The chief executive of the Anglo-Scottish Fish Producers' Organisation,

Donald Loudon, said of the Isle of Man season last week: "There is a shambles there". The fleet is chasing after about 3,000 tons of herring.

Gilbert Buchan, of the Scottish Fishermen's Organisation, made an emergency dash to the Isle of Man when the crisis built up last week. He said the Manx fishery had a 'big potential if we had been allowed to fish'.

Boats from Scotland, England, and Northern Ireland, and Southern Ireland, are working off the Isle of Man and their skippers believe they could soon have nowhere to fish if the Manx quota is restricted to 8,000 tons. The Manx fishery is not looking attractive yet.

By the end of the week the quota was nearly exhausted but, if the quota extension is granted, it would allow the fleet to work on a daily basis of 600 units until the season ends.

Mr. Buchan stunned the fisheries conference at Aberdeen when he announced the serious development off the Isle of Man. He left immediately for the area, where the boats have lately been operating on a 10-unit a man quota.

The herring boats being allowed to fish on in the North Sea when the quota of 9,700 tons was rejected has helped the situation in the Minches, he said. Over 25,500 of herring were caught in the North Sea this year.



Shell is catching

Shell marine oils are as much a part of the sea as these kits.

Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby Lowestoft, Fleetwood:

Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the dockside of every major fishing port.

Even while you're out, Shell technology is on call. Extensive research facilities are there to help you.

With so much at stake, it pays to pick Shell.

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CASH FLOWS AT CATCH '76

THE CATCH '76 exhibition at Aberdeen got off to a flying start last week with over 3,000 visitors on the first day.

There were few signs of the depressed state of fishing as by the second day of the show orders were running at £4m, with the prospect of plenty more to come.

First in with an order was Volvo Penta — for a 198 shp engine for a new 15ft. wooden trawler to be built at Bangor Shipyard, Northern Ireland.

It was a big debut for the Spanish net and cordage firm, Redexport, which after only two days had orders running at £173,000. Another satisfied overseas customer was Baader of Germany. It had heavy enquiries for the new 150 gutting machine.

Making its first break into the Irish fishing market was the Belgian ABC engine firm with an order for a 900 hp engine. This is for an 88ft. boat to be built by Forbes of Sandhaven. The £350,000 vessel is expected to be delivered in ten months and have a Masan gearbox, Baudouin auxiliary diesel, Bopp winch and a VP prop.

Setting the pace on the electronics scene was Marconi, with £120,000 of orders in the first two days. Marconi sales included: three net monitors, three of the new Chromoscope K colour recording fish-finders, one Fishgraph/Fishscope installation, a number of VHF sets, three 400 watt radio telephones, Graphette K echo sounders, and a complete installation including sonar for a new vessel.

Processing

There were some wide smiles on the processing side, too. A complete shellfish plant was sold by Intel Engineers to Moray Fish Supplies of Buckie. This machine, worth £30,000, will be going to the factory for a two-week evaluation period.

Another local firm, Refrigeration (Aberdeen) Ltd., pulled in £53,000 worth of business, which included ice-making plants for Shetland and Northern Ireland.

On the first day of the show British United Trawlers announced that it is negotiating to buy the 127ft. stern trawler *Shielwood* which is being built at the Goble Shipbuilding and Repair Co. yard. The vessel was originally

ordered by the Burwood Fishing Co., a subsidiary of the Wood Group of Aberdeen, as a sister vessel to *Clarkwood* which now trawls out of Aberdeen. BUT is expected to operate the vessel from Aberdeen and she is to be named *Pericles*.

Campbeltown Shipyard has received an order to build

an 85ft. stern trawler for Faros. She will go into service next spring for a partnership headed by two of Faros's top fishermen, Peter Nulsoe and Sophus Andreassen.

The yard won the contract in the face of fierce competition from builders in France, Norway and Faroe. The boat will be built to the special

requirement of the skipper who will be concentrating their efforts within the 200 mile fishing limit around Faroe which will come into effect in January.

With 140 exhibitors, Catch '76 is Scotland's biggest ever fishing show and looks well set to be a regular feature on the fishing scene.



Above: Lady Tweedsmuir opens Catch '76 on Friday last week — two days later than planned because of storms. She said she is pleased to see the Scottish fishing industry is in a better state than last year. During all the fishing industry's problems, she said, people tend to forget that the families of fishermen also have to endure great hardships.



Above: top table during one of the conference sessions. Seen (left to right) are Willie Hay, chairman of the Scottish Inshore White Fish Producers' Association; R. Barry Fisher of the USA who spoke on technical developments and conservation; and D. N. MacLennan of the DAFS.



Right: Mr. Heath — *Fishing News* in hand — smiles as he talks with Editor, Harry Barrett, at the Arthur J. Hargrave (Publications) Ltd. stand. Also in the group are show organiser, Desmond Corcoran (left), and *Fishing News* Advertisement Director, Fred Purcell.

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DESIGNERS and BUILDERS OF HEAVY DISPLACEMENT WORKING CRAFT UP TO 16 TONNES.

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Freezer ship agent looks for mackerel

THE PLAN to base a Japanese factory ship in Cornwall to freeze mackerel is expected to go ahead from November 1.

The 498ft. *Mtaji Muri* is at present thought to be south of Las Palmas, in waters off West Africa.

No site to moor the 8,268-ton freezer ship has been confirmed but a spokesman for her agents said it has been agreed for a shore-based operation. It does not want to transfer catches at sea, but this is possible.

The agents have been in contact with the Scottish Fishermen's Organisation with a view to having a number of purse seiners fish for the ship.

The Scots wanted to know what price would be offered and it was hoped this could be sorted out during this week.

The ship, which would export 2,000 tonnes of fish at a time, is being chartered by Frelex International Ltd. through agents Currow Shipping Ltd. of Portliver.

As reported in *Fishing News*, September 10, Carrick District Council, the authority responsible for moorings in the River Fal, say that permission cannot be granted this year to moor the ship due to a number of factors.

Trouble-free landing for Icelandic trawler

THE FIRST Icelandic trawler to land in Britain since the cod war met no trouble when she unloaded.

The trawler, *Dagny*, will be followed by many more during the winter said John Olgeirsson, Iceland's Consul in Grimsby.

Traditionally, Iceland has always supplemented the Grimsby market in the run-up to Christmas when the supply of fish from local boats can be restricted.

Shropshire Lass, with her two elderly owners on board, had an anchor chain part in a northerly gale.

When the boat grounded on the barrier, the two crew scrambled ashore and it was next morning that David Reid carried out the salvage while he was reacting a boat of his own which had also been driven ashore.

Shropshire Lass was towed off by *Golden Quest*, towed by *Golden Quest*, towed by *Golden Quest*, towed by *Golden Quest*.

Fire hits 'Viking'

HULL Fire Brigade rushed to Albert Dock early on Monday morning to put out a fire aboard Boyd's trawler *Arctic Viking*.

The fire gutted the galley and crew mess rooms and the accommodation was badly damaged by heat and smoke. A night watchman, the only person aboard, escaped injury.

Shortly after the fire, Mr.

D. R. Carden, Boyd's general manager, told *Fishing News* that it was difficult at that moment to estimate the cost of damage and its cause.

He added that *Arctic Viking* had been laid up for some time after being on oil rig standby duties and that the owners had been thinking of putting the vessel back fishing out of Grimsby before the fire.

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MP calls on Arbroath to back meeting

[illegible]

PROTOTYPE CORNISH 26-FOOTER

CYGNUS Marine's GM range of GRP fishing boats is now almost complete with the launch of a prototype 26-footer earlier this month. A 21-footer — in conjunction with G. Percy Mitchell and Sons — is due out in six to eight weeks.

The GM26 Alma, owned by pull combined capstan/lime hauler is mounted on a Martin, North Devon, is the first to be completed by Cygnus although another GM26 is fishing after being fitted out privately.

Alma has a hull form identical to her larger 32 and 36ft. sisters, as she has also been designed by Gary Mitchell of Mevagissey. She has a six-ton displacement and the fact that the engine is mounted under the wheelhouse floor outlines the fullness of her bilge. Speed is expected to be approximately eight knots.

Alma has an enclosed forward wheelhouse to the standard Cygnus design, but this has been raised to accommodate the owner's height.

A twin-burner grill, sink, ferograph (5500) sounder, Servo VHF, and a very comprehensive steering console — completes the wheelhouse fittings.

Steering is heavy-duty chain and gypsy operating 3.8 in. steel wire and there are dual-station steering and engine controls adjacent to the working position.

The forepeak comprises chain locker, twin full-length bunks and a marine toilet — a tall order to fit in the forepeak of a 26-footer, but it all goes in with room to spare.

Propulsion is by a 140-hp 154 diesel rated 45hp at 2,500 rpm, driving through a PRM 165 gearbox of 2:1 reduction. This turns a 14in. diameter stainless steel shaft and 20in. x 12in. manganese bronze propeller, plus a P173 shaft. Well located, it belt drives the Jabsco 11in. bilge pump and Spencer-Carter clutch hydraulic pump.

All bilge plumbing and electrical conduits in the engine room are of heavy galvanized steel. Engine accessibility is good, but a raised plinth at the wheelhouse was necessary to house the after part of the machinery.

A Spencer-Carter 1,000 lb.

crease the accommodation space and so allow for a little more crew comfort.

The new 21-footer will be moulded by Cygnus, but fitted out at the G. Percy Mitchell yard at Mevagissey run by the designer of the Cygnus range.

Cygnus Marine employs 45 people and is at present fitting out eight fishing vessels, including two 36-footers. Part-complete boats are now more than half of the firm's output.

Boats are available at any

state of fitting out and so craft leave the yard from the basic hull stage onwards.

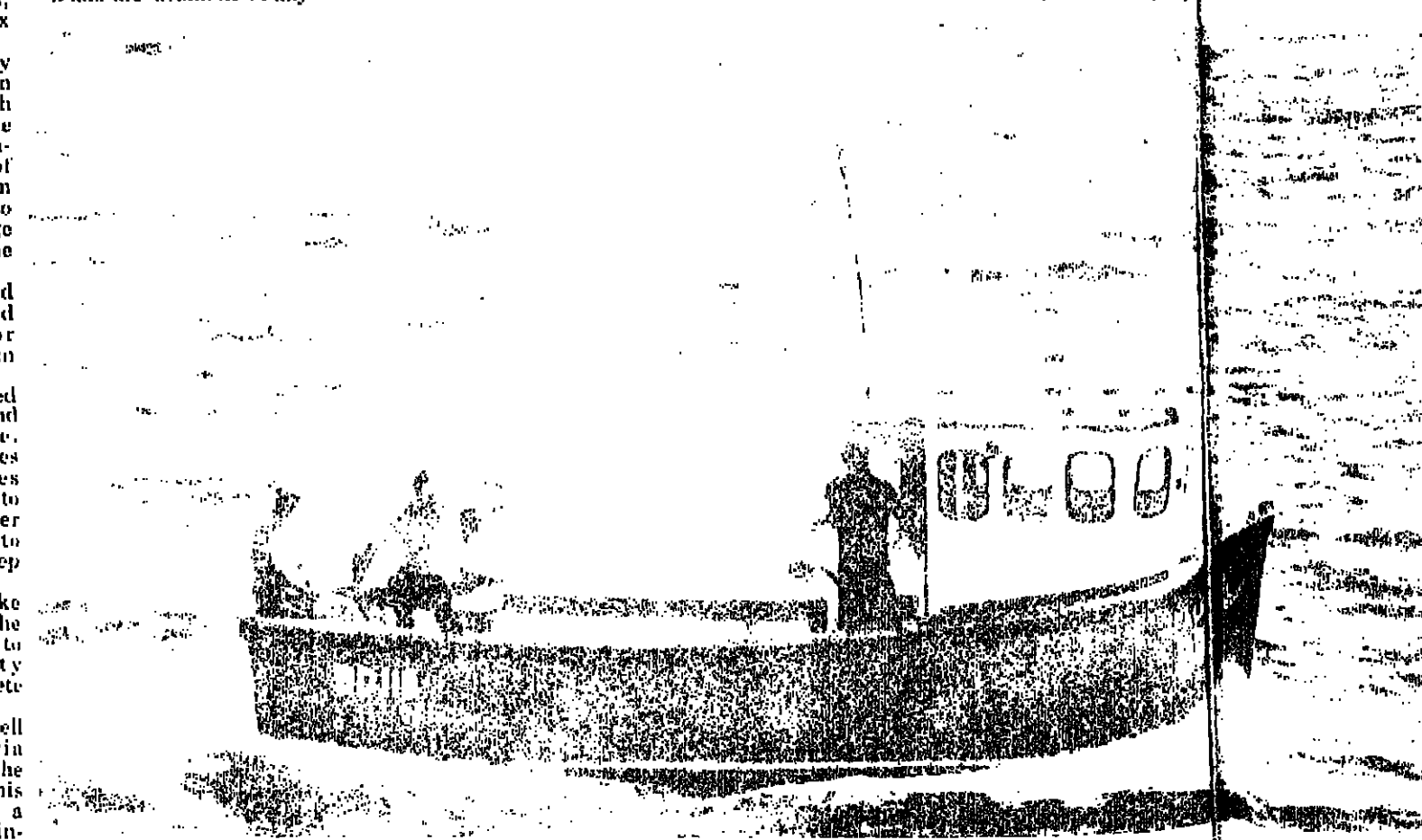
The three-boat Cygnus range is now proving so popular with fishermen in England, Ireland, France, the Channel Islands and Scandinavia that a large and ultra-modern fitting out shop is to be built.

The go-ahead to start work has just been given and the plans are for a shed 160 ft. long and 60 ft. wide. One of the 180 ft. sides will be sliding doors so that hulls can be

wheeled in from the moulding shop and towed out ready for launching.

The rear of the shed will be a working and fabrication platform built up around 10 ft. high, which will give workmen direct access to the boats.

A number of skippers whose boats have fallen foul of the D.O.T.'s safety surveys are looking to the GM36 craft as an alternative to their present 50-footers. A well fitted out 36ft. trawler will be sailing up to a Yorkshire port next month.



Alma seen just after her launch during trials (below) when her hauler and rigging had been time as mackerel fishing this winter but is mainly for lobster pots.

Low-cost radar for inshore boats only

THE Baron X10 small craft radar comes from a Cornwall-based firm well-known for its range of aids suitable for yachting.

Wind speed and direction indicators, speed logs and a needle-indicating echo sounder are produced by the firm. But it had not up to recently manufactured navigational aids like radar which are aimed at commercial craft.

However, on a trip to the Baron Instruments Ltd. plant on the Isle of Wight, the firm's sales manager Peter Weeden explained the background to the new venture.

The Baron X10, with its 10-mile maximum range, is intended for small craft use close inshore.

Ranges are 1, 2, 5 and 10 miles, presented on a display 150 mm. (5.9 in. approx.) in diameter.

I saw one fitted with a 2:1 magnifier and this brings the picture up to pretty near an effective 12 in. At present this magnifier is an optional extra, but it may soon be standard.

There are no range rings, but the display incorporates an electronic variable range marker with target range shown on a double calibrated scale covering 0.2 n.m. and 2-10 n.m.

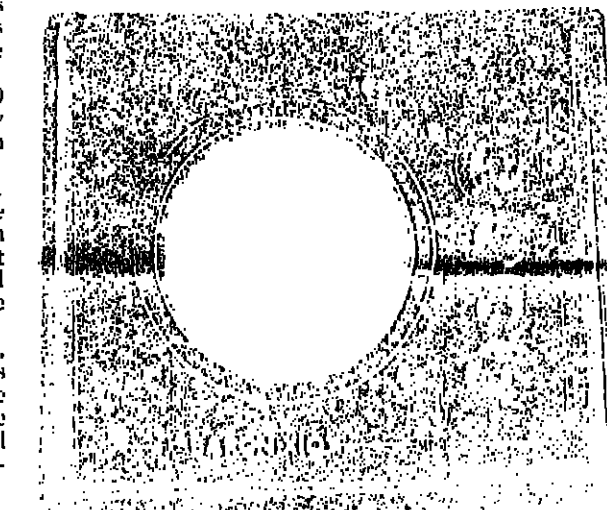
Other features of the display unit are rain and sea clutter controls, gain and brilliance controls, and the four-position range selector switch. There is a heading marker automatically aligned with the scanner.

This is mounted inside a glassfibre radome which contains the magnetron assembly, modulator printed circuit and the scanner motor drive unit.

The scanner, rotated at 20 rpm, is a double parabolic reflector with one reflector serving as the transmitting aerial and the other for reception of the returned signal.

The containing radome shelters the scanner from wind resistance and so makes it possible to use a small 6 volt electric motor in the drive unit, with consequent minimum drain on the power supply which is standard at 12 volts d.c. The normal load on this is 3 amps, so power consumption is only 36 watts.

Apart from those units carried in the radome, all other transmitting and



Display unit of the Baron X10 inshore boat radar.

receiving circuitry, with extensive use of printed boards, about fitting into a limited space.

There is no waveguide, either. Only a single 12-way cable connecting the display and receiver cabinet to worry

about fitting into a limited space.

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tion can be quite simple. Within its limits of range and function sophistication this is an excellent set, as I saw for myself during a run up the Solent in Baron's demonstration vessel Viking Spirit.

There was a bit of a chop on and the sea clutter control worked very well. Target determination and discrimination in this busy waterway were really first rate and, even allowing for the fact that a firm's demonstration set is naturally tuned for best results, I'd say that at £395 (plus VAT) the X10 could be a very good buy for the inshore fisherman who doesn't really need — and possibly can't afford — one of the bigger and more expensive sets.

Baron decided some time ago that there are plenty of people with a use for radar, but who unwilling to go in for equipment with facilities they don't need.

At the same time, new developments in circuitry techniques and the availability of such newish components as the Shottky and Gunn diodes opened the way to designing a very compact but efficient set at low cost.

Baron recruited a few suitable brains to form a development team and got down to it. The X10 was ready to go into production early in 1977 but, then, the Chancellor caused havoc by upping VAT to 25 per cent. This upset the viability of the X10 on the home market.

Baron, therefore, concentrated on exports. By the time the VAT rate was reduced to 8 per cent, more than 90 per cent of production was going to North America and France.

At present, with a staff of only 15 working on the X10, production is 30 sets a month. This should be doubled next year.

With this increase in output on the way, the firm took its first real step into the UK

the X10 should find a ready market among inshore fishermen and I expect the name of Baron will become well known very soon.

East and north-east Scotland is still a no-go area for Baron radar service — once you get north of the Fife ports — but Peter Weeden should have been contacting potential distribution, installation and servicing agents while at Catch 78.

The X10 should find a ready market among inshore fishermen and I expect the name of Baron will become well known very soon.

Bill Macconachie

Ex-patrol men plan biggest reunion

THE ROYAL Naval Patrol Service Association is to have its biggest reunion in January when it reopens its books to new members after the AGM in November this year.

The "Sparrows' Nest", Lowestoft, was the headquarters of Harry Tate's Navy and a monument now stands in Belle Vue Park in memory of the 2,385 men aged between 16 and 60 who gave their lives for the service during the war.

Back in November, 1975, the association was formed to reunite all the ex-personnel who passed through the "Sparrows' Nest", known as HMS Europa.

After talks with Waveney District Council, permission was given to use a room in the "Nest", now named the "Europa Room", which was opened by Lord Somerlayton, with Commander R. Campobello, the CO of HMS Lowestoft, as guest of honour.

Sidney Lewis, the association's honorary secretary, said: "If any members have any articles, photos and models etc. of the Patrol Service, we would like to exhibit them in our room."

"So far we have been given a good collection, but we do want a lot more to show when visitors come here to Lowestoft."

"As with every association of this kind, we do need financial aid, help and support from all persons interested in our venture. To raise money, the association plans to hold raffles and draws."

"The names of individuals and firms," he said, "kind enough to donate to the association will be entered in a book and kept in the 'Europa Room' for all to see, just as there is a plaque in Belle Vue Park bearing the names of the firms who restored the guns at the base of the memorial."

He concluded: "The 'Europa Room' must always be here and arrangements must be made so that long after we have gone there will be a permanent shrine to the men of the RNPSA."

Ban on ormer diving my stay

A TOTAL ban on diving for ormers (abalone) off the shores of Guernsey is called for in a report by the island's Sea Fisheries Committee.

Because of declining catches from both diving and gathering on the shore, collecting this mollusc has been forbidden for the past three years.

Now it is proposed that this restriction be lifted for the next two years and gathering from the shore be only permitted during one tide in the first two months of each year.

Another proposal likely to be adopted is that all exports of the species be banned, and that the maximum fine for contraventions of the fishing legislation be increased to £200.

The committee is still awaiting a report on the biology of the ormer and no long-term decisions can yet be taken about ormering. There is one small possible

loophole in the proposals, writes our correspondent. This is the committee's proposal that from March 30, 1977, the licensing fee for taking scallops by diving be reduced to £1 per diver and £1 per boat, instead of the present £10 fee in each case.

This will open the door slightly for the collection of ormers by diving until more definite information is available. The proposals will be considered by the States parliament on Wednesday next week.

Most islanders welcome the proposals as they have always regarded ormering as a traditional winter pastime rather than a commercial venture.

In 1962, after marine biologist Reginald G. Forster of the Plymouth Marine Biological Association reported 163 ormers to the square metre in 20-30 ft. of water offshore from the island, divers have been slowly thinning out stocks. Mr. Forster subsequently

made the point that there was no justification for the view that divers had been responsible for the shortage of ormers on the shore, however.

Many considered it was more likely that overfishing on the shore was responsible more than anything else for an ormer shortage there, which led to a total ban due to end on November 30.

Three reasons have been given why ormers are scarce on the shore up to ELWS (extreme low water spring tides): they are taken below the minimum size of 8 cm. wide across the shell; they are often gathered out of season and large stones below which they are found are seldom replaced.

In 1964 divers and snorkelers were banned from diving for ormers along all but six miles of the island's 24-mile coastline. At the same time the close season was extended by two months. Ormering was only permitted between December 1 and April 30.



Above: the ormer (Haliotis tuberculata) on the underside of large rocks and boulders. Its principal food is the underside of large rocks. Right: ormering on the west coast of Guernsey. Large catches were then the order of the day.



An ormering hook is essential when working on the shore in the traditional Guernsey way. The mollusc is found at and below extreme low water spring tides underneath boulders where they browse on seaweeds.

SHIPYARDS in Poland are presently delivering a series of nine steel 100 ft. long-liners to owners in the Faroe Islands.

These ships have also received an order from East Germany for 20 of the new B-110 class stern trawler now being built in the Ustka yard.

These ships, and several other new types for series building, were shown in model form on the stand of Poland's Navimor small-ship export organisation at the Nor-Fishing '78 fishing exhibition in Trondheim last month.

In this, its sixth showing, the Norwegian two-yearly international fisheries fair had 210 exhibitors representing more than 500 manufacturers of fishing gear, processing plant, fish finding and navigational equipment, plus a huge variety of other products for commercial fisheries.

The fair was visited by some 30,000 people from more than 40 countries.

On two days during the week, fishermen also packed out seminar sessions which reviewed some of the more immediate problems of Norwegian and European fisheries.

In common with many other participants in the ex-

Faroe builds up steel long-liner fleet

NOR-FISHING SHOW REPORT

hibition, the representatives of Navimor said they had been impressed by the interest visitors had shown in their vessels and equipment.

They thought that the Faroe long-liners were among the most promising of the new designs from Polish yards, and they expected the first order for nine to be followed by others.

This shelter-deck vessel has an overall length of 108.6 ft., a length bp of 88.9 ft., moulded breadth of 24.9 ft. and depth moulded to upper deck of 18.7 ft. The ships are being built to Det Norske Veritas classification +1A1.

Deep Sea Fishing Accreditation is provided for 15.

Each ship is powered by a German MWM model TBD-8 diesel engine developing 810 bhp at 750rpm. Auxiliary power plant consists of two MWM engines driving two Stamford 70 kVA generators.

The main fish hold has a capacity of 6,530 cu. ft. and is insulated by water-proofed expanded polystyrene. There is also a small refrigerated room where bait for the lines is stored.

Baltic

Worked by a crew of seven men, the B-410 trawler has been introduced to Poland's coastal fishing enterprises working in the Baltic Sea. In addition to the 26 for East Germany and other exports, about 70 will eventually be delivered to the Polish enterprises.

The B-410 is 83 ft. long overall, with a length bp of 73.8 ft. and a moulded breadth of 23.6 ft. The insulated fish hold has a capacity of nearly 4,100 cu. ft. The main engine of ships of the class is a Polish-made

Sulzer diesel developing 570 hp at 750 rpm to give a speed of 11 knots.

Also shown as a model on the Navimor stand was the larger TR-30 stern trawler, a ship 99.6 ft. long overall with a moulded breadth of 25.9 ft. and an insulated hold with a capacity of 6,180 cu. ft. This ship is worked by a crew of 14.

The main engine is a Caterpillar 1338 TA developing 850 hp at 1,225 rpm.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the MaK engine stand and represented a new and revolutionary type of research trawler which is being built by the Sterkoder yard, in Kristiansund N., for the fishing vessel owner Erik Marthinsen.

To be called *Lance III*, the trawler replaces a ship of the same name which was lost a short time ago.

The cost of the new *Lance* is said to be more than £1m, and she will be the most versatile and most comprehensive

sively equipped ship ever to join the Norwegian fishing fleet.

She is being developed primarily for exploring and test fishing in new areas and probably for new species. The areas will include waters in the Arctic and Antarctic and one of the features of the ship will be a helicopter landing platform constructed above the trawl deck.

Sonar

With an overall length of 191.6 ft., a breadth of 41.3 ft. and a depth of 19 ft., she will have a deadweight capacity of 300 tons. Her main engine will be an MaK type 9M153AK diesel developing 3,300 hp.

In addition to a high-powered hydraulic main trawl winch, the ship will be equipped with a net drum, Triplex power block and not bins. She will carry the latest Simrad echo sounding, sonar and other aids to fish finding.

At the previous Nor-Fishing exhibition in 1974, Simrad announced that it was developing a computer-linked

sonar situation display system for purse seining.

In this system a mini computer co-ordinates data from a sonar, a speed log, a compass to give a clear compact CRT presentation of a shoal of fish relative to the movement of the vessel or gear.

Bearing, range, depth, speed and swimming direction of the fish are indicated, and so, too, is the position, speed and course of the vessel.

The computer programmed to keep the sonar tracking the fish so they stay on the CRT screen. During the catching operation, another symbol shows the setting of the net.

At the 1978 exhibition Simrad was able to demonstrate the system during trips into Trondheim aboard the company research vessel.

Described by Simrad as "the most advanced fish finding equipment on the market today", the Sonar Situation Display, now in production, some vessels have had practical experience of working it and was clear from the interest among Norway's commercial purse seiners that most eventually become standard equipment in the ships.

Another new fish finding achievement in Norway was shown by Krupp Atlas Fischfinder 7301 SS.

Rolling

According to Krupp Atlas, this is the first deep-sea fish finding echo sounder to use a phased-array transducer.

By means of this system, it is possible to achieve an electronic stabilisation of the transmission and reception beam against the rolling of the ship, very small side lobe lobes and a side locking facility. The result of the new technology is a particularly large detection range with an exceptionally high resolution.

The 7301 SS has recorded large single fish at depths down to about 500 fathoms and fish shoals at 1,000 fathoms. Used in the Antarctic, it helped the two German ships observe concentrations of krill both near the surface and also (to the surprise of the observers) at towing depths of 100 to 150 fathoms.

Until these latest probes, experimental trips by the Icelandic and Japanese

had indicated that catch rates for krill might exceed about 4 tons a day. The Polish research stern trawler *Professor Siedlcecki* is reported to have taken catches at a rate equal to about 100 tons a day. Now, 50 indications from Germany are that it might be possible to catch at up to 300 tons a day!

This will be tested, no doubt, during further voyages of West German super trawlers, by the latest and largest Polish ships, and by other tests from Japanese and Russian trawlers.

If it is proved, it could change the whole prospect of fish fishing and would present fish technologists with the enormous challenge of absorbing raw material supplies from the sea taken at rates never before reached in any fishery, other than those based on huge seasonal runs of small pelagic shoal fish.

Lining

For the more mundane immediate future, however, Nor-Fishing had numerous over machines and techniques to examine. One of these has been under development for many years that it is surprising that this year's exhibition was the first in which it has actually been around for demonstration at sea.

The Mustad Autoline system for mechanised long-lining is now a practical fishing system available in a range of sizes and with a record of proved performance and it.

At Trondheim was a 117 ft. long 250 gross ton vessel equipped and owned by Erling Furde, an experienced long-line fisherman who operates out of a small port on the middle west coast of Norway.

By August 1976, this ship had had the Autoline system installed for nearly one year. During this time, she had made 13 trips catching dogfish and cod and she had taken nearly 1,000 tons (mainly dogfish). This had sold for a total of about £270,000.

On dogfish trips, the ship is out for seven to ten days and

comes back with catches of up to 135 tons.

By August, the manufacturers Mustad Slopri and Mek Verksted, had sold 33 Autoline equipments; five were already working in Norwegian ships, seven in Icelandic ships and one in a Canadian ship.

A unit of medium size is priced at around £30,000 and, for this investment, the owner has his ship equipped with a system by which baiting and setting, hauling and storing or preparation for re-setting of long-lines can be done quickly and efficiently by machines.

No one knows the exact meaning of the word nor how it originated, but the "sjark" in Norway is usually regarded as a small, compact and versatile fishing boat from around 20 ft. up to about 35 ft. long crewed by one to three men.

Until about seven or eight years ago, sjarks were custom-built in wood and were priced beyond the purses of most fishermen. Today, the sjark is a sturdy-built, economically-priced craft moulded in single-skin GRP. They are most likely powered by a marinised

Recalling some of the stories which appeared in our columns this week 50 years ago.

SEPTEMBER 25, 1928
LARGE foreign fleet of steam trawlers reported fishing the Brixham grounds between Start Point and Portland.

BRITAIN, Germany and Sweden to experiment in the North Sea and Baltic with new trawls designed to let small fish escape.

LEAGUE of Red Cross Societies in Paris announces scheme to offer medical advice to seamen by wireless.

NEW quay and 300ft. freshening shed are completed at Yarmouth.

ABOUT 90 team drifters and 30 motor boats leave Fraserburgh for East Anglian herring season.

Perkins or British Ford (Sabb) engine or, as in the case of a new 32 ft. series built sjark from the works of A/S Norpower Brodr. Møle, by a German MWM 102 hp diesel.

The Møle works in Lerwick and began to build by building purse seiner dories during the herring boom of nearly ten years ago. When the summer herring vanished, the expertise accumulated was diverted to a series of 27 ft. sjarks.

The larger boat was introduced in September last year and the latest completion was shown at Trondheim. It can be used to work gill nets, lines, or small purse seines by a two to three-man crew. The carrying capacity in the 340 cu. ft. hold is 12 tons. These Møle sjarks are being built at the rate of about one every two weeks.

No less than four GRP sjarks — of 27, 31, 32 and 35 ft. — were shown in the grounds of Nor-Fishing by the largest builder of these boats in Norway — Vikund Boat Nor A/S. By the close of the exhibition, this display had been amply repaid with 34 orders valued at about £750,000.

Recalling some of the stories which appeared in our columns this week 50 years ago.

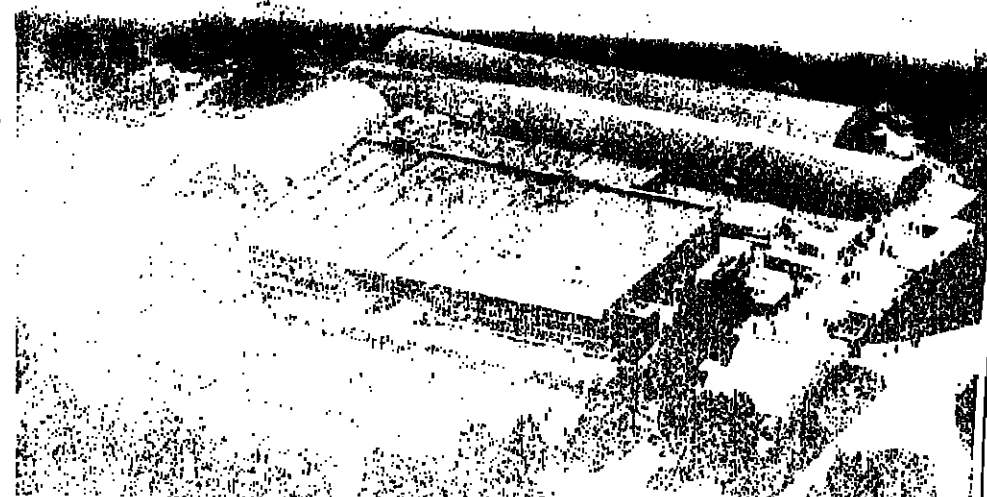
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Nor-Fishing '78 exhibition in Trondheim. Over 500 firms were represented.

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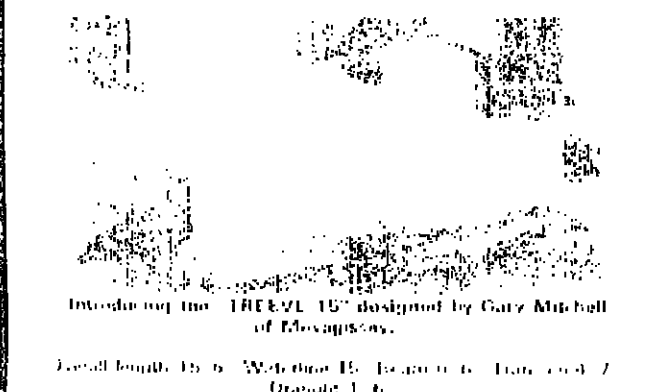
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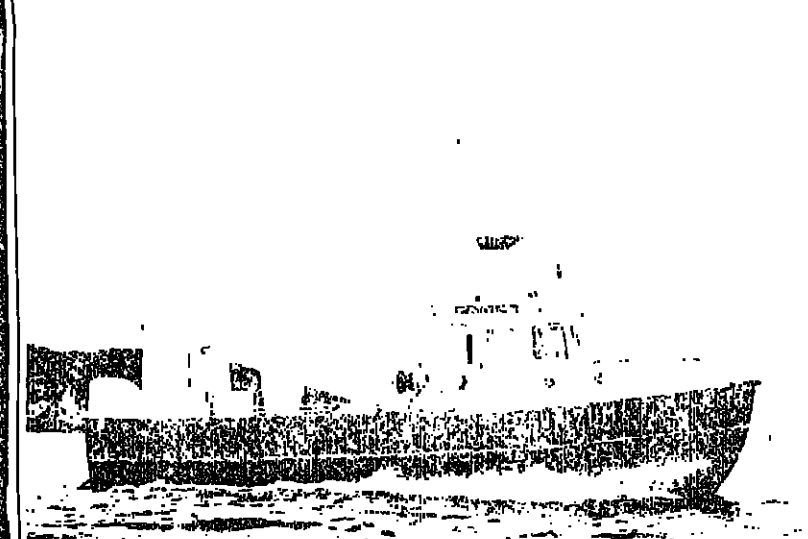
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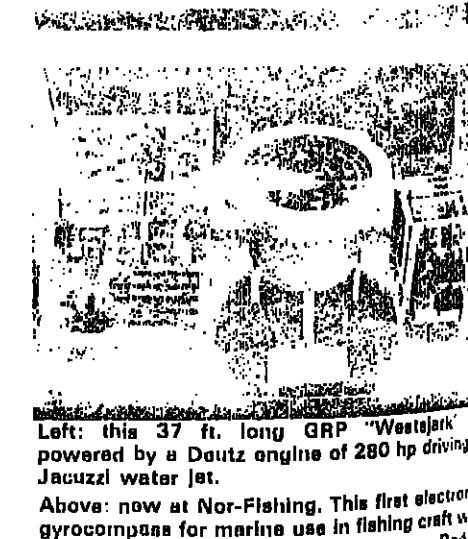
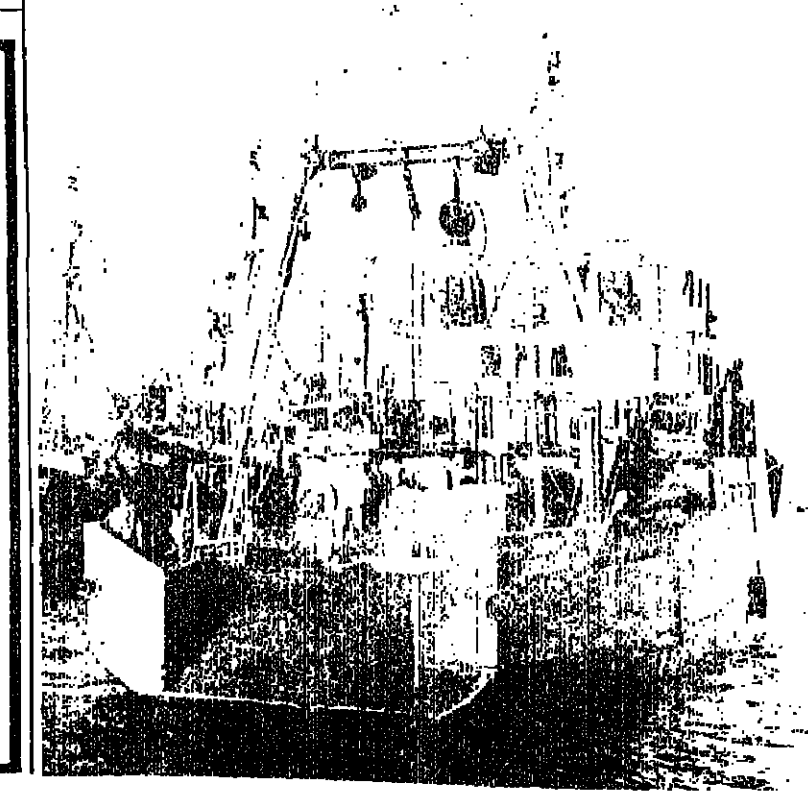


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Left: this 37 ft. long GRP 'Westjark' is powered by a Dautz engine of 280 hp driving a Jacuzzi water jet.
Above: now at Nor-Fishing. This first electronic gyrocompass for marine use in fishing craft was featured on the stand of Robertson Radio-Elektron.
Below left: stern view of a Polish-built B-410 small stern trawler. East Germany has ordered 26 of these vessels.



Below: this two-container port ice plant was shown by Finsam Industries of Grimsby, Norway.

